

Today's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
Under Writ of Execution in Suit No. 396 of 1900.
The Goods and Chattels of the
KWONG YING CHENG, No. 7, SHIP STREET.
TO-MORROW
the 12th June, 1900,
at 2.30 P.M.

One CLOCK, one lot OLD IRON, one lot
ENGINEERS TOOLS, three STEAM GAU-
GES, one BOX TAPS and DRILLS, four
VICES, one CAPSTAN, one BENCH, one
lot IRON and STEEL BARS, one DRILL-
ING MACHINE, one lot of ENGINE
PACKING, COPPER WIRES, RUBBER
SHEETING, one UNFINISHED COM-
POUND ENGINE, &c., &c.
TERMS:—As Usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 11th June, 1900. [751b]

A SPECIAL GENERAL MEETING of
the Members will be held on MONDAY,
the 18th June, 1900, at 3 o'clock p.m., at the
CHAMBER ROOMS, 11th June, 1900, to nominate
a Member of the Chamber to take the place of
the Hon. HERBERT SMITH, in the
LEGISLATIVE COUNCIL, during the Absence
of leave from the Colony of Hon. T. H.
WHITEHEAD.

By Order,
R. CHATTERTON WILCOX,
Secretary.
Hongkong, 11th June, 1900. [750b]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI
The Company's Steamship.

"SHANGHAI"
Captain C. H. Rolfe, will be despatched as
above on THURSDAY, the 14th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th June, 1900. [749b]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship
"CATHERINE, APCAR."

Captain J. G. O'Brien, will be despatched for the
above Ports, TO-MORROW, the 12th instant,
at Noon.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 11th June, 1900. [735b]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA
The Company's Steamship

"YUENSANG."
Captain P. H. Rolfe, will be despatched
as above TO-MORROW, the 12th instant,
at 4 P.M., instead of as previously advertised.
This Steamer has Superior Accommodation
for First class Passengers, and is fitted through-
out with Electric Light and carries a Doctor, &c.
For Freight, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 11th June, 1900. [734b]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR AMOY, SAMARANG AND
SOURABAYA.

THE Company's Steamship
"SHANTUNG."

Captain Quail, will be despatched as above
on FRIDAY, the 15th instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th June, 1900. [760b]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship
"TRIESTE."

Captain R. Mills, will leave for the above
places, on SATURDAY, the 16th instant, P.M.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 11th June, 1900. [747b]

THE OSAKA SHOKEN KAISHA,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"TAMSUI MARU."

Captain H. Nagata, will be despatched for the
above Ports, on SUNDAY, the 17th instant,
at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 11th June, 1900. [745]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA
The Company's Steamship

"SUNGKIANG."
Captain Moore, will be despatched as above
on MONDAY, the 18th instant, at 4 P.M.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The Vessel is fitted throughout with
Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th June, 1900. [748b]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"ETTRICKDALE."

will be despatched for the above Port on
or about the 6th July, and the S.S. "SIKH"
on or about the 13th July. They will be
followed by the
S.S. "AFGHANISTAN."

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 11th June, 1900.

Intimations. EYE-SIGHT.

NOTICE.

I am continuing my Sight Testing Rooms
in Hongkong (W. BREWER & CO.) at which
during my ABSENCE will be IN CHARGE
of Mr. McIVER, Member Ph. Sy. A Register
of all Glasses supplied my constituents in the
Far East is kept here, and any kind of Ordinary
or Special Lenses can be obtained.

REPAIRS A SPECIALITY.
N. LAZARUS.
[674b]
Hongkong, 30th May, 1900.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS.

(For Invalids and General Use.)

B.—VINTAGE, superior quality.
Red Capsule.....\$14.40

C.—FINE OLD VINTAGE, super-
ior quality. Black
Seal Capsule.....16.20

D.—VERY FINE OLD VINTAGE
extra superior. Violet
Capsule (Old Bottled) 20.40

Port after removal should be rested
for a month before use. Wine re-
quired for drinking at once should be
ordered to be decanted at the Dis-
pensary before being sent out.
These Wines are too favourably
known to need comment.

Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.

We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorized Agents at the Coast
Ports.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 11, 1900.

NOTES AND COMMENTS.

The Trouble in the North.

The special telegrams which we publish
to-day, taken in conjunction with mail news
from Shanghai and Peking, show that the
Boxer trouble has increased to alarming
proportions and that the situation in the
north is more grave and threatening than
has been the case for years past. To
all accounts the Boxers are masters of the
situation. Their members are in a majority
thoroughout the whole of the northern
provinces and they are receiving the moral, if
not the actual support of the Empress
Dowager and her followers. We are told,
in fact, that the Manchus are one and all
Boxers and thus it will be seen that the
Authorities must be with and for the
Society.

As usual, matters have been allowed to
drift too long, with the result that valu-
able foreign lives have been sacrificed
before active steps have been taken
by the Powers. The Foreign Ministers
at Peking, we have been told, now and
again of late, have addressed a note to
the Tsungli Yamen demanding the suppres-
sion of this notoriously anti-foreign society.
The result of these notes has not been
apparent. True, the Empress Dowager has
in each instance issued an edict, but it has
been couched in such terms as to be nothing
more than an encouragement to the Boxers
and a veiled insult to the Powers. The
Chinese Authorities could have put down
the Boxers had they chosen, but it did not
suit their book to do so. If the Boxers were
able to drive the foreigners into the sea, they
argued, it would be well and good. If the
Boxers failed in this laudable object then it
would be easy to propitiate the Powers by
an apology, a few thousand taels indemnity,
the erection of some churches here and
there and the execution of a few coolies.
Thus it was to the interest of the Authorities
to allow the Boxers full scope to do as they
pleased with regard to foreigners. The
Authorities thought that perhaps the
Powers were not so formidable as they set
themselves up to be, and if they
turned out to be more so, then the
Authorities would still have a good reason
of the difficulty into which they had fallen.
The whole blame could be thrown on the
Boxers. This we believe to be the true
cause of the present state of affairs, and it
could have been prevented altogether had
the Powers taken matters more seriously and
refused to treat China as an equal.

The upshot of the present trouble it is
difficult to foreshadow. Matters may fizzle
out and affairs resume their old course, but
we doubt it. We believe that the end of the
independence of China is fast approaching,
for it is hardly to be imagined that the com-

bined Powers will be inclined to give her the
chance of again flouting the lot of them once
their joint action has resulted in the restora-
tion of order. The only question is, will the
Powers be able to agree sufficiently long
amongst themselves to bring matters to a
satisfactory conclusion? Each claims for
itself a certain sphere of influence, each is
anxiously on the lookout to seize the first
opportunity of getting ahead of its neigh-
bours with regard to China, and we see in
this joint action a large field of possible
danger owing to international jealousies
being aroused.

Russia, at the present moment is pre-
dominant, for Russia has put more men into
the field than the whole of the rest of the
Powers put together. The Empress Dowager
is said to have taken refuge in the Russian
Legation, and while there her whole
leanings must necessarily be towards Russia.
Will it not then be only too probable that,
when some degree of order has been restored,
Russia will be the Power to come in for all
the plums and that this may set the other
Powers by the ears? We should feel con-
siderably less apprehension had the forces
of the Powers been more equally divided
than at present, but as matters now stand we
can only hope that Russia will not put for-
ward her claim to the lion's share, a hope
which, we must admit, seems somewhat vain.
Russia has never been particularly renowned
for magnanimity and we shall watch develop-
ments with peculiar interest.

Mobilization of Troops for the North.

We understand that the Military Authori-
ties have been instructed to have a certain
number of troops in readiness to proceed to
the North, to co-operate in quelling the
disturbances there, in consequence of which
three companies of the Royal Welch
Fusiliers, 1 Officer, and 20 Rank and
File of the Royal Engineers with a
small contingent of the native S.M.R.E. sap-
pers and a company of the Asiatic Battalion
R.A. were medically inspected on Saturday
morning. A number of men from the
Hongkong Regiment are also being held in
readiness.

As from enquiries we learn that further
action will be the result of instructions of a
strictly confidential nature the time of de-
parture cannot be known, but we believe
that one of the warships now here will in all
probability convey all the troops drawn from
the Garrison should their services be required.

Overhead Wires.

During the last three or four years the
number of overhead telephone, telegraph
and electric light wires to be seen in Hong-
kong has increased enormously, in fact, to
an alarming extent. Take the old Praya, for
instance, and look at the network of wires
now traversing it as compared with three or
four years ago. Now, overhead wires are
universally admitted to be a nuisance and a
danger. They are brought down by wind,
snow, lightning and by other causes now and
again, and are frequently the cause of loss of
life.

But Hongkong has more to fear than
other places from overhead wires. Here we
have typhoons which now and again sweep
down and do great damage to all
overhead wires. We have had no
typhoon visit the Colony since the 29th July,
1896, and the great majority of these wires
have been erected since that date. On that
occasion telephone, telegraph and electric
light wires were down all over the Colony.
What the state of affairs will be when the
next blow comes it is indeed difficult to
imagine, the wires have increased to such
an extent along some of the principal streets
that fatalities are almost sure to occur should
they be blown down. Of course it will be
argued that underground wires are more
expensive than overhead ones, but we believe
that the damage done by a few heavy blows,
and it must not be forgotten that we have
been four years without one, would almost
equal the cost of putting the wires under-
ground. At least this might be done in new
streets.

TELEGRAMS.

Special to the "Hongkong Telegraph."

SPECIAL TELEGRAMS.

THE TROUBLE IN THE NORTH.

THE EMPRESS FAVOURS THE BOXERS.

DEFIES THE POWERS.

ACTION IMMINENT.

MISSIONARIES MURDERED.

(FROM OUR OWN CORRESPONDENT.)
SHANGHAI, June 9th.

Another Edict has been issued,
evidently as a result of foreign
pressure, but it is defiant in tone.
The representatives of the Powers
have accordingly sent an ultimatum
to the Tsungli Yamen in connection
with it. The railway mail service
between here and Peking is still dis-
located. From the large increase
being made in the foreign forces at
this port I am convinced that active
preparations are being made for war.
Rather more than two thousand
troops have been ordered to be in
readiness within twenty-four hours.
Missions have been looted and des-
troyed at Tungehow and there has
been loss of life amongst the mission-
aries at Pao-ting-fu, who have been
in considerable danger. Business
here is at a standstill, and all the
foreigners are under arms.

TROOPS MARCHING ON PEKING.

FOUR THOUSAND RUSSIANS LANDED.

FLIGHT OF THE EMPRESS DOWAGER.

(FROM OUR OWN CORRESPONDENT.)
SHANGHAI, June 11th.

A Tientsin telegram, dated 10th
instant, reports that seventeen hun-
dred marines from the various for-
eign warships now at Taku left that
day for Peking by rail. Further re-
inforcements continue to arrive at
Tientsin. It is reported that four
thousand Russians have been landed
at Pei-tai-ho and are marching on
the Capital. News comes from Pek-
ing to the effect that the Empress
Dowager has left the Palace and fled
to the Russian Legation.

Received 11.50 a.m.
Published 5.30 p.m.

CHRISTIANS MASSACRED AT PEKING.

THE DOWAGER TO BE DEPOSED.
SHANGHAI, June 11th.
At Peking on the ninth instant
twenty of the American Mission con-
verts were massacred by the Boxers.
The Marine Guard is expected to
arrive at Peking to-night. Tele-
graphic communication with the
Capital is interrupted. It is reported
that the Powers intend to depose the
Empress Dowager when the combined
forces reach Peking.

SHANGHAI MISSIONARIES APPREHENSIVE.

The Protestant Mission compounds
here were abandoned on the eighth
and there are now congregated in the
American Methodist Mission com-
pound, with a small guard, over
seventy foreigners and a number of
converts. All has been quiet up to
the present, however.

Received at 4.35 p.m.
Published at 5.30 p.m.

REUTER'S TELEGRAMS.

GENERAL.

THE JAPANESE PRINCES IN EUROPE.

LONDON, June 8th.

Prince Kohito has arrived at
Vienna. He was met by the Arch-
duke Franz Ferdinand and escorted
to Hofburg, where he was received
and banqueted by the Emperor.

THE WAR.

"ONLY NOW BEGUN."

The Daily Express correspondent
at Machadadorp states that Presi-
dent Kruger at an interview said
the burghers would never surrender
as long as 500 armed men remained
in the country. The government
was still effective and he would not
leave the country. The real struggle
had only now begun.

OPERATIONS IN THE ORANGE RIVER COLONY.

Col. Plumer has occupied Zeerust
unopposed. Major General Baden
Powell is administering Mahmani and
the Zeerust districts.

THE YEOMANRY DISASTER.

The casualties of the 18th Yeomanry on the 1st inst. were, Capt.
Keith, Sir John Power and 16 troop-
ers killed. Earl Lonsford, three of-
ficers and twenty five troopers
wounded.

MR. CAMPBELL BANNERMAN SPEAKS.

Mr. Campbell-Bannerman, speak-
ing at Glasgow, said that the con-
quered South African States must be-
long to the Empire, and that Great
Britain after securing imperial power
must aim at conciliation, and grant
the earliest possible rights of auton-
omy which would content the other
Colonies.

NAVAL.

LONDON, June 9th.

General Buller has captured posi-
tions which he thinks renders the

Boer position at Laings Nek unten-
able.

CHINA.

THE CHINA SQUADRON.

H.M.S. *Goliath* has sailed for
Gibraltar and China.

THE CHINA QUESTION.

A JOINT DEMAND.

A despatch from Washington says
that the diplomatists at Peking have
decided to jointly demand the Empress
to suppress the Boxers otherwise the
Powers will act.

JAPANESE EMIGRANTS TO BRITISH COLUMBIA.

MAY INFLUENCE CHINESE AFFAIRS.

Sir W. Laurier in the Dominion
Commons deprecated the adoption of
the British Columbian law to prevent
the influx of Japanese emigrants. He
referred to possible complications
with China, and said it would be un-
wise to do anything to jeopardize
the British friendship with Japan.

THE WAR.

THE ORANGE RIVER COLONY.

TELEGRAPH CUT.

General Kelly-Kenny telegraphs
from Bloemfontein that the telegraph
line has been cut at Rooodeval, to the
north of Kroonstadt, by the Boers,
whose force is estimated at 2,000
strong with six guns. Kelly-Kenny
is sending strong re-inforcements.

THE SITUATION IN CHINA.

RUSSIA DECIDED.

Reuter's correspondent at St. Pe-
tersburg wires that Russia has decided
on immediate military action to re-
press the anti-foreign movement in
China, but without dissociating her-
self from the joint action of the
Powers.

The Trouble in the North.

CHINA'S DESPERATION.

THE BOXERS AGAIN ON THE WAR PATH.

DESTRUCTION OF THE PEKING- TIENSIN RAILWAY.

PEKING, June 4th, 6.50 p.m.

The Boxer movement is growing in intensity
and savagery. The numbers of the malcontents
and their sympathizers here are greater than
ever. It is felt that the climax is at hand; the
arrival of the small bodies of foreign troops has
seemingly exercised a most exciting effect upon
the populace. Large bodies of the so-called
Boxers—the emissaries of the high mandarins—
have proceeded down the Peking-Tientsin
railway, destroying the line. They have burnt
the station at Hoansung and destroyed the
railway bridge, thus cutting off communication
by rail between us and the sea.

Chinese Attack the Cossacks.

RUSSIA AND CHINA COME TO BLOWS.

FIFTEEN CHINESE AND TWO RUSSIANS KILLED AND WOUNDED.

ALL THE ENGINEERS SAFE.

(From Our Special Correspondent.)

PEKING, June 5th, 10 a.m.

The "Boxers" attempted to intercept the
Cossack force sent out by the Russian Minister
to endeavour to find any other members of the
Lu-Han Railway construction corps and bring
them back to Peking. The Chinese in large
numbers made a determined attack upon the
Cossacks and were not driven off until fifteen
of their number were seen to fall before the
Russian bullets. It is not known how many of
those shot were killed outright.
The Cossacks had two of their number
wounded.

Two English Missionaries Killed.

PEKING, June 5th, 10 a.m.

The Boxers have massacred two English
Missionaries named Norman and Robinson
near this city.

Two Thousand Cossacks Ordered To Peking.

RUSSIA WILL RESTORE ORDER.

From another source we have received the
following telegram dated Peking this morning.
"Four Cossacks are reported to have been
killed and wounded. Five Russian regiments
of cavalry (Cossacks) have been ordered up to
Peking and are momentarily expected. It was
with the idea of stopping these troops arriving
that the railway at Tientsin was destroyed."
China Gazette.

The Situation Serious.

TIENSIN, June 5th, 4.35 p.m.

The situation continues serious, but we are
fully prepared; more men are landing, and
everyone is armed. The trains to and from
Peking are running irregularly.

The Missions at Pao-ting-fu are in great danger.

The report of the death of the Rev. C. Robin-
son and the Rev. H. V. Norman, of the S.P.G.,
is confirmed.

The Empress Dowager and the Boxers.

PEKING, June 5th.

At a secret conclave of the Empress Dowager's
principal advisers held at the Palace last night
it was decided after a long discussion not to
crush the Boxers, as they are really loyal to
the dynasty and if properly armed can be
turned into valuable auxiliaries of the army in
opposing foreign aggression. Jung Lu and the
Prince of Li were the only ones to oppose the
measure, but were overruled by Prince Ching,
the Prince of Tuan (the Emperor's father),
King Wu, Ch'ing Hui, and Chao Shu-chiao.
Wang Wei-shao was silent, while the Empress
Dowager appeared to keep her own counsel.

In the meantime the Boxers seem to be every-
where; hundreds are joining them daily and
make no secret of it. The Manchus, without
exception, are members of the society and
openly flaunt the distinguishing badge of the
organisation—a red girdle. The situation is
hourly growing more critical and unless the
Empress Dowager backs up Jung Lu, there
can be no peace in the country. If the country
side rise up, the couple of thousand foreigners
and their guards here will be but a mouthful to
the 200,000 Boxers on the spot, without count-
ing the Grand Army of the North.—N. C. D.
News.

Missionary Murders Confirmed.

PEKING, June 5th, 6.18 p.m.

The murder of the Rev. C. Robinson of the
Church of England Mission at Yung Cheng,
fifty miles south of Peking, is officially con-
firmed, as also that of the Rev. H. V. Norman.
The Magistrate has fled here.

Further Confirmation.

ANTIING STATION BURNED.

LANGFANG SURROUNDED.

PEKING TRAIN SERVICE INTERRUPTED.

MARINES LANDING.

RUMOURS OF WAR.

REPORTED ROW IN PALACE.

TIENSIN, 5th June, 6.40 p.m.

The report of the murders of the Revs. H.
V. Norman and C. Robinson is confirmed and
it is stated the latter was disembowelled. The
railway station at Antiing has been burned and
Lang Fang is surrounded by

FROM Messrs. Wm. Meyerink & Co., the local agents of the Western Fire and Marine Assurance Co. of Toronto, Canada, we have received a calendar and a most useful office ruler.

At the Magistracy this morning, Mr. Hazeland sentenced a house coolie, of 73 Wyndham Street, to six months' imprisonment with hard labour for the theft of several articles of gold and silver jewellery and coins, the property of Mr. Oscar Levy.

We would remind our readers of the lecture to be delivered on Wednesday evening by Capt. Percy Scott, C.B., and Capt. Linpus of H.M.S. *Terrible*, on "The Mounting of the Naval Guns and their subsequent use with the Lady-smith Relief Column." The lecture is in aid of the Indian Famine Fund.

THE Gymkana Meeting which was to have been held on Saturday afternoon has been postponed until Wednesday, the 13th inst. The weather was suitable, and as no notification of the postponement had been sent out, a good many would-be spectators were on the ground. Had it been a pouring wet afternoon an express would probably have been sent out.

THE *So Pao* says that the Italian warships, two in number, which arrived at Chin Hai off Ningpo on the Dragon-boat Festival day, were forbidden by commandant Yu to anchor in the harbour or even to land any sailors or marines, as it was believed they had been making sketches of the forts there and using the Government parade ground to drill their forces.

AMONG the passengers who left Shanghai by the American mail on 5th inst. were Commanders Bicknell and Sperry, of the U.S. gunboats *Monocacy* and *Yorktown*, the command of these vessels having been taken over by Commanders Wise and Tansie. Farewell signals were made by the gunboats, and the crews manned the rigging as their former commanders left Shanghai.

THE *So Pao* says that the Shansi Governor Yu Hsien seems to have changed his mind as he sent a memorial to the Peking Government the other day worded "to please the Christians and Heathers is the most important and chief point." It will be remembered that when he governed the Shantung province, he allowed the Boxers to do what they liked against Missionaries and Christians and he himself was known as an anti-foreign mandarin. Foreign Ministers at Peking demanded that he should be cashiered but he was soon afterwards appointed by the Empress Dowager Governor of Shansi.

It is reported from Peking that the incapacity and sapientness displayed by her advisers during the recent Boxer disturbances have so disgusted the Empress Dowager that she gave her Grand Councilors a piece of her mind as to what she really thought of them at a recent assembly of that august body and wound up by declaring that Chang Chih-tung, Viceroy of the Hukang provinces, "was worth the whole lot of them—all except Jung Lu, who was the only one not to lose his head during the recent troubles." This incident having gradually leaked out from the Palace, it is being freely reported in the capital that a secret decree has been sent calling Viceroy Chang to Peking and that H.E. is expected to arrive some time in July next.—*N. C. D. News.*

It will be remembered, says the *N. C. Daily News*, that in January last H.M.S. *Hermione* had the opportunity to render a signal service to the M.M.S. *La Seyne*, which had gone ashore some fifty miles from Singapore. The agent of the Company in Singapore made a handsome present at the time to the Transvaal War Fund in recognition of the assistance given by the *Hermione* and the Company have since presented Captain Cumming, commanding the *Hermione*, with a very handsome bronze by Thivier, after one-fourth life-size, of an almost nude figure of a gulf player, who has thrown himself down in an attitude of languorous repose on a seat, with his guitar behind him. It is a magnificent work of art, and a very handsome recognition on the part of the Messageries Maritimes.

In the *Government Gazette* of the 9th inst., the Acting Postmaster-General says, speaking of the junior Post Office staff: "Some of these latter are very promising, and I can but hope, that with the anticipated increase of the initial salary, approved as from the 1st January, they will continue to progress, and also make up their minds to remain in the Post Office, instead of, as in the past, using this office as a stepping stone to something better." No doubt they will, if they are fairly paid for their services but we do not quite see why a man, if a better appointment turns up than he has got, should not avail himself of the chance. It is only natural that he should better himself if he has the opportunity. Evidently, however, something was wrong at the Post office during 1899, for in the earlier part of his report, the Postmaster General says that there were many changes among the junior clerks. During the year 22 joined, and 21 resigned or were dismissed. With two exceptions, all these were employed under a year.

"WHEN the Russians capture London" is the prevailing joke just now in London, says a London correspondent. "That is the time set by humorous Londoners for doing all sorts of things which they do not intend to do at all. If a band goes by in the street, playing the funny man in any party will say, 'Ah! at last the Russians are upon us.' I heard a group of young Englishmen 'guying' a Russian friend the other day. 'Have you seen the new book?' asked one. 'It's just out. The title is 'Forty Easy Methods of Capturing the City.' I have only read to 'Russia, How to Invade,' page 16, but it is a capital handbook, you know.' However, some Englishmen are taking matters seriously. Recently London has been placarded with huge posters, headed 'Invasion!' and asking the British sundry blood-curdling questions like the following: 'Is our navy strong enough to stop it?' Are sixteen of our warships armed with obsolete guns? 'Would our vessels burn like tar barrels?' Are there 35,000 foreign seamen in our merchant marine? Public men also find it a popular thing to advocate large increases in the number of British battleships and cruisers.

A WHALE has been found with a harpoon in its body which, by its mark, showed that it must have been hauled at the whale at least thirty-six years ago.

News from Hoihow states that the building which was formerly used for the British Consulate has now been turned into a French Post Office. It is stated also that cables will soon be laid between Hoihow and Kwongchau-wan by the French authorities.

HONGKONG LEGISLATIVE COUNCIL.

This afternoon, a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present His Excellency Major General Gascoigne, C.M.G., (Officer Administering the Government), the Hon. F. I. May, C.M.G., (Acting Colonial Secretary), the Hon. W. Meigh Goodman (Attorney General), the Hon. A. W. Brevin, the Hon. A. M. Thomson (Colonial Treasurer), the Hon. R. D. Ormsby (Director of Public Works), the Hon. C. P. Chater, C.M.G., the Hon. Dr. Ho Kai, the Hon. Wei A. Yui, and Mr. R. F. Johnston (Acting Clerk of Councils).

The Clerk of Councils read the minutes of the last meeting.

Finance Minutes Nos. 27, 28, and 29, and the Report of the Finance Committee were read and approved.

The following motion was made by the Hon. Attorney General:

That the Standing Rules and Orders of this Council, made in pursuance of Article XIX of the Royal Instructions of the 19th day of January, 1883, and dated the 9th day of June, 1899, be amended as follows:—

(A) That No. 34 of the said Rules and Orders be amended by striking out the words "by the consent of the President and a majority of the members present," and by substituting, in lieu thereof, the words "if a motion to that effect is carried by a majority of votes; and on such motion the Governor, or the member presiding, shall have an original vote in common with the other Members of the Council, as also a casting vote if the votes shall be equal."

(B) That No. 41 of the said Rules and Orders be amended by striking out the words "at least," and substituting, in lieu thereof, the words "or, in the case of the Standing Law Committee, in the presence of at least four members thereof."

(C) That the words following be added to No. 48 of the said Rules and Orders, viz.:— "(Any Member of either the Law Committee or the Public Works Committee shall die, or become incapable of acting, or be absent from the Colony or resign by writing under his hand, or if from any cause his seat on either of such Committees become vacant, the President may, at any meeting of the Council, appoint another Member of Council, in his place to be a Member of such Committee."

The motion was carried.

The Hon. Attorney General proposed and the Acting Colonial Secretary seconded the first reading of a Bill entitled "An Ordinance to further amend The Magistrates Ordinance, 1899 (No. 10 of 1899), and the first reading of a Bill entitled "An Ordinance to amend The Piers Ordinance, 1899. Both were carried."

A meeting of the Finance Committee was held afterwards.

THE "STAR" FERRY CO., LTD.

An extraordinary general meeting of the above company was held to-day. There were present, the Hon. C. P. Chater, C.M.G., in the chair, Messrs. P. Sachs, J. A. Mackie (Directors), E. Osborne (Secretary), A. Brown, N. A. Siebs, A. Haupt, R. C. Wilcox, Wong Kam-fuk, L. C. Lopez, J. Hooper, E. Roberts, J. J. Montano, G. M. Bain, A. V. Apcar, Tsan Yu Cheung, and P. Jordan.

The Chairman proposed and Mr. Wilcox seconded the following resolution which was passed at the extraordinary general meeting of the Company held on the 23rd day of May, was confirmed:—

"That the Regulations contained in Table A in so far as they apply to this Company be altered as follows:—

That the following clause be substituted for Clause 37 of Table A:—'The quorum for all the purposes of a General Meeting shall be not less than five members present in person or by proxy. No business shall be transacted at any General Meeting unless the quorum is requisite be present at the commencement of the business.'"

The resolution was carried and the meeting terminated.

THE PARSEE COMMUNITY.

THANKSGIVING SERVICE.

The Parsee Community, which stands second to none in the matter of loyalty to the British Crown, representatives in this Colony who are never backward to represent the feelings of the main body in the Bombay Presidency. At their premises in Elgin Street, the latter, under the auspices of Mr. H. N. Mody the President, and the Trustees of the Parsee Charity Fund of Hongkong, Canton and Macao, performed a special *fussan* service yesterday morning, and offered a hearty prayer of Thanksgiving for the general success of the British Arms in the South African Campaign, and for the particular success of Lord Roberts in his unprecedentedly splendid march to Pretoria. The President spoke in very feeling and warm terms of the sacrifices encountered, and of the bravery displayed by all sections of the British Army during the present campaign, and especially eulogized the brilliant services of Lord Roberts, who was claimed as an old Indian General, who always brought success and glory to the British name wherever he went. His brilliant march from Cabul to Candahar was passing remembered as an historical event that would always redound to the glory of Lord Roberts, and the march to Pretoria was instanced as an analogous march in the matter of the heavy risks and dangers encountered. The whole congregation heartily joined in the sentiments expressed by the President, and ended by a special prayer to the Almighty to bestow upon our beloved Sovereign the further blessings of a happy reign, replete with all glory and honour, as also the blessings of the general welfare, unification, and solidarity of Her Majesty's various dominions, and the annihilation of the Plague and Famine from Her Majesty's Indian Empire.

COMMUNICATED.

THE PLAGUE.

Cases reported to 9th instant..... 529
Do. do. during past 48 hours..... 18

Total..... 547

Deaths reported to 9th instant..... 483
Do. do. during past 48 hours..... 14

Total..... 497

During the week ended 9th June, seventy cases and sixty-four deaths were reported.

ROYAL HONGKONG YACHT CLUB.

The Annual General Meeting will be held in the Cricket Club Pavilion on Thursday the 14th, June, 1900 at 6 p.m.

BUSINESS.

1.—To receive and pass the Hon. Treasurer's accounts.
2.—To elect the Officers and Committee for the ensuing year.
3.—To fix the value of Club Prizes for next year.
4.—To fix the dates of the Club Races.
The following alterations and additions to the Club Rules will also be proposed:

1.—That all yachts starting in a race pay a Starting Fee of 50 cents for all races except those for which a Cup is given for one race, when the Starting Fee will be \$1. The fees to go to the General Funds of the Club.
2.—That all yachts be remeasured at the commencement of each season.
3.—That there be no Time allowances in Club Races for the First Class Yachts.

4.—That all candidates for election be proposed and seconded by Members of the Club, and approved by the Committee.
5.—In Rule 2 line 5, to omit a separate-to end of line 6. In line 7, the word "either" to be changed to "the." Page 26, Extracts from Y.R.A. Rules 1, line 26, omit "except—Committee, line 7, Page 27, line 4, omit "and of Committee." P. 40 No. 27, line 15, omit "Protest."

F. KOE MAJOR,
Actg. Hon. Sec. R.H.K.Y.C.

THE TUNGCHOW MISSIONARIES.

In view of the special telegram from our Tientsin correspondent which we publish to-day the following from the *N. C. D. News* Tungchow correspondent, under date 30th ult., will be of interest:—

MISSION COLLEGE THREATENED.

The North China Mission of the American Board has been holding its annual session in this city, and there have been alarming rumours of an attack upon the city compound, as well as the College, which is situated in an open region south-west of the city wall, and quite unprotected. There are nine gentlemen and twenty-five ladies and children, and only one rifle, two shot-guns, and a few revolvers for defence should work come to worst. But the unlimited credulity of the Chinese is one of the strongest weapons of the foreigner. A small number of telegrams in the College grounds is supposed to be a swivel Maxim gun of deadly power, and the deepening of a well in a time of unpreceded drought has given occasion for the report that the whole place is mined with chemicals of an unlimited capacity to annihilate. At all events no armed forces have yet appeared, although, in response to repeated requests the Tientsin has sent four men with their lethal bird-guns, some of the men being said to be themselves members of the I-Ho-chuan. The excitement in Peking is intense.

TIENTSIN.

May 30th.

THE SITUATION.

has not changed materially since yesterday. A volunteer party of fourteen Tientsin residents, mostly Frenchmen but also containing British and German subjects, went yesterday up to Fengtai with the intention of pushing on by rail or road to Changchientien to rescue the Belgians. Nothing is known about the latter, though wild reports are current: the most likely statement is that a party of them has seized a pagoda on the summit of a hill and is there detaining itself.

I hear, but do not attach particular credit to it, that the Boxers are more than diffident in attacking foreigners personally: that their primary object is political disturbance in the hope that chances of loot may offer. Peking traffic is restored and, though some of the buildings at Fengtai have been seriously damaged, the loss is not so great as was at first reported. The great godown in which the Tientsin comrades store their stuff are intact, and as many of the buildings fired had only doors and window sashes that were combustible, they will be in use again in a day or two.

Credible witnesses of the whole misdeed assert that there were never more than 150 men at work and that their object was loot rather than wanton destruction. Every atom of brass and copper about the workshops has disappeared, and there is no vestige whatever of office or house furniture—a clean sweep was made of every movable. Mr. Moffatt being especially a victim of this thieving. His piano was evidently a crux; they could not carry it far, nor break it up so they contented themselves with smashing its internal economy.

Jung Lu, the Imperial Generalissimo, was yesterday at Machiapi (one mile from the South gate of Peking); he ventured down in a train as far as Fengtai but would not leave the carriage to inspect the damage in detail.

I am sorry to say the Pekingses are still temporising. They still refuse to have recourse to strong measures and say that the sedition, if left alone will fizzle out. They maintain that interference will only do harm, and are still taking that attitude which warrants the conclusion that they are either in collusion with the Boxers or illustrating the madness of those whom the Gods are going to destroy. If there be one absurdly wrong treatment of violence in China it is to give immunity from punishment. The Boxers will of course interpret this inaction either as "they cannot, or they dare not punish us." A possible sequence may be that the Powers will have to take the punishment into their own hands; the thin end of a big wedge which will probably not stop at mere punishment.

The U. S. Admiral landed 108 men from the Newark last night; the station-master at Tongku referred to Tientsin for instructions and the officers, getting tired of waiting, came on with the men by lighter. They arrived at the Bund at 11 p.m. where a large party of residents met them. The Town Band played them to the quarters in the Temperance Hall. It is understood they will await the arrival of the six hundred before going to the capital. There is an impression abroad that the Chinese refused to give them tickets to Tientsin and threatened to fire on them when passing the Taku forts. This is quite wrong. Every Chinese fears responsibility and will go to the last extremity to avoid it; consequently every underling appeals to his superior for formal powers and as it has the effect of refusal it is called refusal. We shall probably see it in full illustration this week when the guards leave for Peking. At present there is no taboo on as regards access to Tientsin.

THE LEGATIONS.

will be hard put to it to accommodate their guards. Her Majesty's is by far the biggest, and two years ago it was a tight fit there when they had to make room for fifty. I should not be surprised if arrangements were made to keep some of the men in Tientsin. Four Russian vessels arrived to-day from Port Arthur, two French, the *Surprise* and *Desertes*, one Italian, and the little British *Albatross*; we expect the men of the Dual Alliance to-night.—*N. C. D. News Cor.*

RUSSIA AND CHINA.

The *N. C. D. News* announce that the Russian Government has formally offered to the Chinese Government to undertake the suppression of the Boxer Rebellion and the restoration of order in the North of China.

THE PIRATES OF THE "KUTWO."

Disputed Englishman writes to the *N. C. D. News* on 6th inst., as follows:—

While thoroughly endorsing the remarks in your leader of this date, especially those suggesting a public enquiry into the circumstances attending the piratical attack on the Kutwo, I should like to call attention to the fact that a similar incident occurred on board the s.s. *Tatung* a few years ago, and that, as in this case, through the mistake of the Captain the pirates were allowed to escape scot-free with their loot.

Had they been either shot or secured, and brought before and punished by their proper tribunal in the first instance, there would have been little likelihood of a repetition of the occurrence. Their threat of setting fire to the Kutwo was simply a bit of bluff, as they knew full well that by so doing they would be only signing their own death warrants, as the burning of the s.s. *Shanghai*, which took place in the same locality, and the terrible loss of life among the Chinese passengers on that occasion must have been still fresh in their memories.

It seems to me a perfect disgrace to the nation that a British ship, manned by British officers, should be pirated by a gang of twenty or thirty Chinese coolies, and the coolies allowed to depart in peace, and practically assert themselves masters of the situation.

A little prompt action, backed up by determination and courage, would soon impress upon the cowardly native thief that he could not work his own swindle on board a British ship with impunity; and it is a pity and a shame that these coolies were so signally lacking on this occasion.

SHIPPING REPORTS.

Capt. H. Nish, of the steamship *Agamenon*, from Shanghai, reports:—Light winds and fine throughout the passage.

Captain Goodwin, of the steamship *Diomed*, from Moji, reports:—First part light winds and fine weather, latter part fresh gale and heavy rain.

Capt. T. Groves, of the steamship *Krong Hui*, from Bangkok, reports:—Fine weather, calm or light southerly winds, on the 10th and 11th inst. rainy weather.

Capt. Stoll, of the steamship *Tientsin*, from Wuhu and Chinkiang, reports:—Moderate N.E. winds and fine throughout, heavy Easterly swell from Gutzlaf to Tarnabout.

Capt. W. Barker, of the steamship *Mongkut*, from Bangkok, reports:—Gulf of Siam light S.W. winds, from Pulo Obi W. and S. winds to Cape Padaran, from there to port N.E. and E. winds, and light S.E. swell.

Captain P. Merlees, of the steamship *Hue*, from Haiphong, &c., reports:—Experienced variable light Easterly winds and fine weather to Ladrone Islands, from thence to port light Westerly winds and heavy rain.

Captain F. Schulz, of the steamship *Loongmoon*, from Shanghai, reports:—From Shanghai to Breaker Point fine weather and light circular wind, from Breaker Point to port fresh S.S.W. winds, squally weather, with rain.

Captain Hall, of the steamship *Haiching*, from Foochow, Amoy, and Swatow, reports:—From Foochow to Swatow light to moderate Easterly winds, Swatow to Hongkong weather unsettled with squalls. Vessels in Swatow: *Kashan*, *Prosper*, *Poohong*, *Yiksang*, and *Daphne*.

NOTANDA.

CALENDAR.

JUNE.

Meteorological mean based on fifteen years' observations to 1898.

Barometer..... 29.764
Thermometer..... 80.7
Humidity..... 83.0
Rainfall..... 16.496

TO-DAY.

WEATHER REPORT.
On date at 4 p.m.
Barometer..... 29.85
Temperature..... 77
Humidity..... 93
Rainfall..... 2.28

TO-DAY.

Monday, 11th June, 1900.
Chinese—15th of 5th moon of 26th year of Kwang-shi.
Sun—Rises..... 5hr. 17min.
Sets..... 6hr. 42min.
High water—Morning..... 6hr. 50min.
Afternoon..... 5hr. 52min.
Low water—Morning..... 6hr. 30min.
Afternoon..... 2hr. 27min.

ANNIVERSARIES.

1255—Simon de Montfort's Parliament met.
1640—Portuguese prohibited from trading at Canton.
1876—Inundations floods at Foochow.
1885—Death of Admiral Courbet at the Pescadore.
1891—The German s.s. *Marianne* on the Pacific.
1896—Reform prisoners released by the Transvaal Executive on payment of £2,000 each.
1899—H.M.S. *Plow* fired upon, in mistake for an Italian from Bocca Igria.

TO-MORROW.

Tuesday, 12th June, 1900.
Chinese—16th of 5th moon of 26th year of Kwang-shi.
Sun—Rises..... 5hr. 17min.
Sets..... 6hr. 42min.
High water—Morning..... 7hr. 30min.
Afternoon..... 6hr. 42min.
Low water—Morning..... 7hr. 10min.
Afternoon..... 3hr. 42min.

ANNIVERSARIES.

1844—Sir H. Pottinger left the colony for Europe.
1885—Loss of steamer *Marlborough* near Hainan Head.
1894—Annexation of Pondoland to Cape Colony.
1896—H.M.S. *Centurion* grounded in Shimonoseki Straits.
1897—Great Earthquake at Calcutta and in Assam. Great damage and much loss of life at the latter place.
1898—Malabar captured by the rebels.
Spanish native regiments mutiny and kill their officers.—Americans seize and occupy the outer harbour of Guantanamo.
1899—Meeting held in the H. of C. to construct tunnel to join England and Ireland.

AGENDA.

TO-MORROW.

Noon—D. S. Co.'s steamer *Catherine Apcar* leaves for the Straits.
D. S. Co.'s steamer *Agamenon* leaves for London via Suez Canal.
C. N. Co.'s steamer *Shantung* leaves for Swatow and Sourabaya.
N. P. steamer *Pranar* leaves for Portland, Oregon.
Cargo ex *Hiachi Maru* subject to rent.

WEDNESDAY, 13th.

Daylight—N. Y. K. steamer *Awa Maru* leaves for London etc.
Noon—Cargo ex *Pakling* subject to rent.
5 p.m.—2nd Gymkana Meeting of the Season at Happy Valley.
9.20 p.m.—Lecture on "Mountings of the Naval Guns" etc. by Capt. Percy Scott, R.N., C.B., at City Hall.
O. S. Co.'s steamer *Diomed* leaves for Liverpool (direct).

THURSDAY, 14th.

Noon—N. L. steamer *Sachsen* leaves for Europe.
Cargo ex *Bengal* subject to rent.

FRIDAY, 15th.

(About)—P. O. steamer *Sacotra* leaves for London etc.
8 p.m.—Regular Meeting of the Lion and Rose Lodge.

SATURDAY, 16th.

N. P. steamer *Goodwin* leaves for Victoria B.C. and Tacoma.

MONDAY, 18th.

5 p.m.—C. & M. S. N. Co.'s steamer *Mennuir* leaves for Manila (direct).

SHIPPING AND MAIL NEWS.

MAILS DUE.

German (*Bayern*) to-morrow.
German (*Sachsen*) to-morrow.
American (*America Maru*) 15th inst.
French (*Sydney*) 17th inst.
Canadian (*Empress of India*) 18th inst.
American (*City of Peking*) 25th inst.
American (*Gallic*) 4th prox.

The steamer *Kurdistan*, from New York, left Singapore for Manila, Hongkong, Shanghai, Kobe, Yokohama on the 9th inst.

The M. M. Co.'s steamer *Sydney*, with the next French Mail, left Singapore yesterday, the 10th inst., at 7 a.m. for this port via Saigon.

The N. Y. K.'s steamer *Kagoshima Maru*, (Bombay Line) left Singapore for this port on the 9th inst., and is expected to arrive here on the 15th inst.

The Imperial German Mail steamer *Sachsen*, has left Foochow to-day at 7 a.m., and may be expected here on or about Tuesday, the 12th inst., at noon.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China*, arrived Nagasaki on Monday, the 11th inst., at 9 a.m., and leaves again at 6 p.m., for Kobe where she is due to arrive on Tuesday, the 12th inst., at 8 p.m.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India*, arrived at Yokohama on Monday, the 11th inst., at 6.30 a.m., and will leave again at 3 p.m., for Kobe where she is due to arrive to-morrow Tuesday at 2 p.m.

HONGKONG AND WHANPOA DOCK RETURNS.

U.S.S. *Montezuma*..... at Kowloon Dock.
U.S.S. *Oregon*..... " " "
W. H. Smith..... " " "
Hainan..... " " "
Changsha..... " " "
Freiburg..... " " "
Copic..... " Cosmopolitan "
Bremer..... " " "
Futshan..... " " "
Goodwin..... " Aberdeen "

PASSED THE CANAL.

Outward—22nd May—*Sydney*, *Vindobona*, *Pathan*, *Calcutta*, *Kohn*, *Loosdake*, *Schilling*, *Bayern*, *Indravelli*, 25th May *Stentor*, *Tonkin*, *Wakara Maru*, *Chittagong*, 29th May—*Bingo Maru*, *Valetta*, *Kintuck*, *Arana*, *Dresden*, 3th June—*Savola*, *Holsatia*, *Tamba Maru*, *Stuttgart*, 8th June—*Kannagawa Maru*, *Maria Naderi*, *Cathay*, *Erzherzog*, *F. Ferdinand*.
Homeward—*Prinz Heinrich*, *Ernst Simons*, *Sibiria*, 5th June—*Malacca*, 8th June—*Preussen*.

Arrivals at Home—30th May—

Melpo, *Waimar*, *Brisconsire*, *Heidelberg*, *Varra*, *Galgate*, 3th June—*Cathay*, 9th June—*Bingo Maru*, *Ernst Simons*, *Saxonia*.

Shipping.

Arrivals.

MONGKUT, British steamer, 859, W. Barker, 9th June.—Bangkok 2nd June, Rice and Teakwood.—Butterfield & Swire.
VICTORIA, Swedish steamer, 1,181, J. A. Hellberg, 9th June.—Samarang 1st June, Sugar.—Chinese.
ST. ANDREWS, Norwegian steamer, 1,972, H. S. Hargen, 9th June.—Saigon 5th June, Rice.—Arnhold, Karberg & Co.
ROSSIA, Russian steamer, 1,500, G. Nyman, 9th June.—Odessa 21st April, General.—Order.
TAIWAN MARU, Japanese steamer, 1,482, H. Mikuni, 10th June.—Moji 4th June, Coal.—Mitsui Bussan Kaisha.
MILOS, German

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAICHING,"
Captain Hall, will be despatched for the above Ports TO-MORROW, the 12th instant, at 2 P.M.
For Freight or Passage, apply to
DOUGLAS LAURIE & Co.,
General Managers.
Hongkong, 6th June, 1900. [746b]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"AGAMEMNON,"
Captain Inish, will be despatched on TO-MORROW, the 12th June.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd May, 1900. [570b]

IMPERIAL GERMAN MAIL LINE.
STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAYERN,"
of the Norddeutscher Lloyd,
Captain H. Blocker, due here with the outward German Mail about the 12th instant, will leave for the above places about 24 hours after arrival.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 6th June, 1900. [32]

THE OKASA SHIOSEN KAISHA, LIMITED.
FOR SWATOW, AMOY & TAIWANEEO.
THE Company's Steamship

"ASTING MARU,"
Captain J. Sato, will be despatched for the above Ports on WEDNESDAY, the 13th June, at 10 A.M.
For Freight or Passage, apply to
THE MITSUI RUSSIAN KAISHA,
Agents.
Hongkong, 30th May, 1900. [705b]

OCEAN STEAMSHIP COMPANY.
FOR LIVERPOOL (DIRECT).
Taking Cargo at London Rates.
THE Company's Steamship

"DIOMED,"
Captain Goodwin, will be despatched as above on WEDNESDAY, the 13th June.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th May, 1900. [696b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA (DIRECT).
THE Company's Steamship

"MENMUIR,"
Captain R. W. Almond, will be despatched as above on MONDAY, the 18th instant, at 5 P.M.
The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 8th June, 1900. [745b]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON VIA MANILA.
THE Company's Steamship

"CHINGWO,"
H. Harris, Commander, will be despatched as above on WEDNESDAY, the 20th instant.
For Freight, &c., apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 7th June, 1900. [740b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"AUSTRALIAN,"
Captain Helms, will be despatched as above on THURSDAY, the 21st instant, at 5 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly-qualified Surgeon are carried.
Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 6th June, 1900. [733b]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"MENELAUS,"
Captain Towell, will be despatched as above on TUESDAY, the 19th July.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3th June, 1900. [725b]

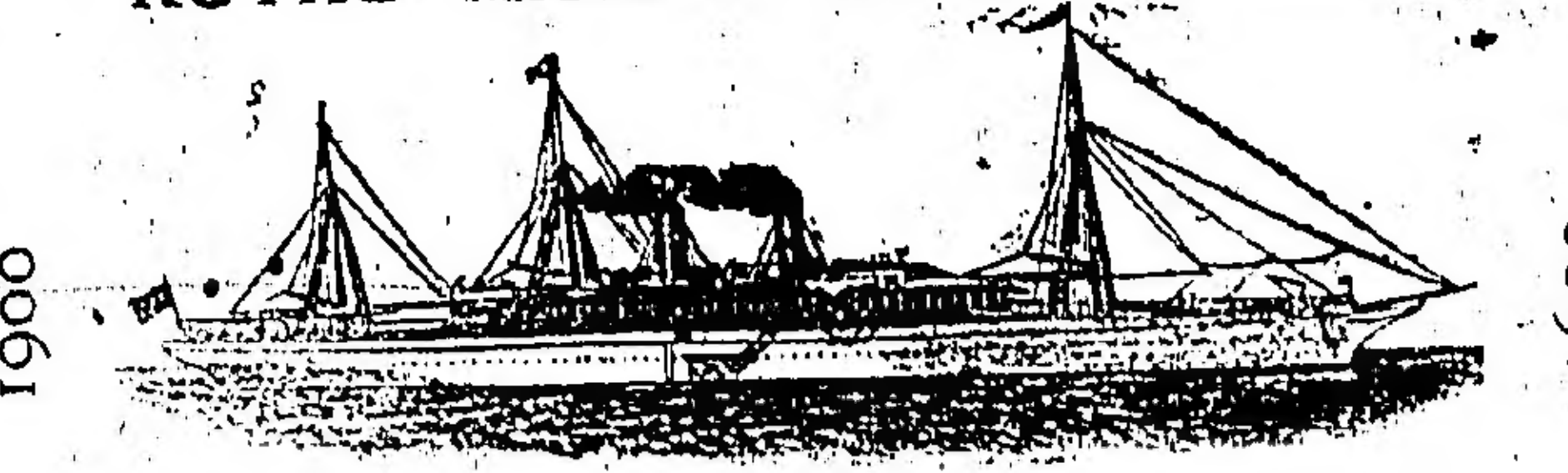
OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"ANTENOR,"
Captain M. F. H. Jackson, will be despatched as above on TUESDAY, the 26th June.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th May, 1900. [643b]

SHEWAN, TOMES & CO'S
"NEW YORK" LINE.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"ACARA,"
Captain ... will be despatched for the above Port on or about the 15th July.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 1st June, 1900. [715b]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 27th June.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 18th July.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 8th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Raffles Street. [3]

Hongkong, 6th June, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.
IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Thyra ... 3,812 ... about June 30
Eugenia ... 3,177 ... about July 31
Carlisle City ... 3,002 ... about Aug. 30
Strathgyle ... 5,023 ... about Sept. 15

THE Steamship
"THYRA,"
will be despatched for MOJI, KOBE, YOKOHAMA, SAN DIEGO & SAN FRANCISCO, SATURDAY, the 30th instant, at Daylight.

Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan. [78]

Hongkong, 6th June, 1900.

NORTHERN PACIFIC STEAMSHIP COMPANIES.
VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Goodwin ... 4,421 | A. Jackson ... June 16
Glen ... 3,750 | W. Franks ... July 3
Queen Adelaide ... 2,832 | F. McNair ... July 25
Duke of York ... 3,821 | J. S. Cox ... July 28

Also
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Braemar ... 3,601 | W. Watt ... June 12
Argyll ... 2,997 | S. Thomson ... June 30
Monmouthshire ... 2,874 | J. Kennedy ... Aug. 4
Braemar ... 3,601 | W. Watt ... Aug. 25

* Calling at AMOY & SHANGHAI.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and Stewardess carried.
HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.
Rates of Passage to other Points on application. Special rates allowed to members of Government Service.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 8th June, 1900. [4]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 19th June, at Noon.

Guile (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 14th July, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 7th August, at Noon.

THE Company's Steamship

"COPTIC,"
will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 19th June, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.
Hongkong, 23rd May, 1900. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CLYDE,"
Captain E. Street, carrying Her Majesty's Mail, will be despatched from this for BOMBAY, on SATURDAY, the 23rd instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 9th June, 1900. [5]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AWA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	WEDNESDAY, 13th June, at Daylight.
N. Trenat	MOJI, KOBE AND YOKOHAMA	TUESDAY, 19th June, at Daylight.
KAGOSHIMA MARU	SHANGHAI, CHEMULPO and NAGASAKI	TUESDAY, 19th June, at 4 P.M.
Mikawa Maru	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 22nd June, at Noon.
Hiroshima Maru	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 23rd June, at Noon.
S. Tsuji	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	FRIDAY, 29th June, at Daylight.
Yawata Maru	SHANGHAI, CHEMULPO and NAGASAKI	FRIDAY, 29th June, at 4 P.M.
A. E. Moses	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 29th June, at 4 P.M.
Inaba Maru		
W. Bainbridge		
Futaba Maru		
J. Thom		

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 6th June, 1900. [6]

NORDEUTSCHER LLOYD.



HAMBURG-AMERIKA LINIE.

(Freight Service.)
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA	HAVRE and HAMBURG	About 23rd June.
G. Schmidt	(LONDON with transhipment in HAMBURG) NEW YORK.	About 29th June.
ARMENIA	(via SUEZ CANAL).	About 6th July.
Ostermann	HAVRE and HAMBURG	About 17th July.
FRIBURG	(LONDON with transhipment in HAMBURG)	
Poesch	HAVRE and HAMBURG	
WITTENBERG	(LONDON with transhipment in HAMBURG)	
Hempel		

These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Tuesday, 26th June, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Saturday, 31st July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 16th Aug., at Noon.

THE Steamship

"AMERICA MARU,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 26th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.
Hongkong, 2nd June, 1900. [7]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 5th July, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Tuesday, 31st July, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... SATURDAY, Aug. 25th, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 5th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.
Hongkong, 2nd June, 1900. [7]

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GOODWIN,"
FROM TACOMA, VICTORIA, MURORA, VLADIVOSTOCK & NAGASAKI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 5th June, 1900. [4]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR,"
FROM PORTLAND, OR., YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 5th June, 1900. [4]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND BIRKENHEAD.
THE Company's Steamship

"PAKL

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.
PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.
INCLUDING:—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS.
SWITCHES,
TELEPHONES

TELEPHONES,
WIRE, &c., &c.,
PRICE LISTS ON APPLICATION.
ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.
Estimates given for all kinds of Electrical
work.
Trained Mechanics sent to Out-Ports to fit
up installations if required.
NOTE ADDRESS:—13, PRAYAG CENTRAL.

For full particulars &c., &c.,

Apply, to
W. STUART HARRISON,
Manager.
Hongkong, 18th January, 1898. [25]

BREAD! BREAD!! BREAD!!!

MR. H. RUTTONJEE begs to inform his numerous Patrons that he is now prepared to deliver **BREAD** in **WANCHAI** and the **EAST END** of the City between the hours of **6 and 7 A.M.**

CUSTOMERS requiring **BREAD** to be delivered are requested to kindly notify the same to

H. RUTTONJEE,

13 & 15, D'Aguilar Street.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

**JEYES
FLUID**

THE BEST
DISINFECTANT.

SAINTARY SOFT SOAP. MILK-SOFT SOAP.

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897. (32)

THE NEW FRENCH REMEDY.

THERAPION.

as employed in the Continental Hospitals by

combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm, by laying the foundation of stricture and other serious diseases, such as, gonorrhoea, piles, irritation of the bladder, cough, bronchitis, asthma, and lower bowel, causing trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, painings and swellings of the joints, secondary symptoms, disease of the bones, sore-throat, and all diseases for which it has been too much used, it restores to the sufferer a pure blood, and prevents the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess of residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength, and is highly recommended.

THERAPION may be secured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by **A. S. WATSON & Co., Limited**, Hongkong, China and Manila.

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Hongkong, 22nd April, 1892. (493)

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EXCHANGE.

Hongkong, June 11th.
ON LONDON, Telegraphic Transfer, 1/11 7/16
Bank Bills, on demand, 1/11 7/16
Credits, 4 months' sight, 1/11 7/16
D'cents, 4 months' sight, 1/11 7/16
ON BERLIN, Bank Bills, on demand, 2/40
Credits, 4 months' sight, 2/40
ON NEW YORK, Bank Bills, on demand, 2/40
Credits, 30 days' sight, 2/40
ON BOMBAY, Telegraphic Transfer, 1/11 7/16
On demand, 1/11 7/16
ON SHANGHAI, Telegraphic Transfer, 1/11 7/16
Private, 30 days' sight, 1/11 7/16
ON YOKOHAMA, T.T., 1/11 7/16
Sovereigns, Bank's Buying Rate, 50/15
Gold Leaf 100 touch, per tola, 53/19
Bar Silver, 27 1/2
Dollars, 14 per cent. prem.

ORIUM QUOTATIONS.

Hongkong, June 9th.
New Palma, 1,020 per chest.
Old Palma, 1,080
New Benares, 1,020
Old Benares, 1,025
New Malwa, 880/900 per picul.
Old Malwa, 910/950
Persian, paper tied, 880/900

The Share Market.

LATEST QUOTATIONS.

(June 11th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	318 1/2 premium
The Bank of China & Japan, Limited (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	£27
Do. Founders.	£ 1	£20
Marine Insurances.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$260 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$54 buyers
North China Ins. Co., Ltd.	£ 25	Tls. 165
Yangtze Ins. Assoc., Ltd.	\$ 50	\$121
Canton Ins. Office, Ltd.	\$ 50	\$130 buyers
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$295
China Fire Ins. Co., Ltd.	\$ 20	\$791
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$311
Indo-China Steam Navigation Co., Ltd.	£ 10	\$88
China & Manila S.S. Co., Ltd.	\$ 50	\$65 old ex new
Do.	\$ 10	\$16 new issue
Douglas Steamship Co., Ltd.	\$ 50	\$49
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£10.10
China Mutual S. N. Co., Ltd. (Ord.)	£ 10	£10.10
China Mutual S. N. Co., Ltd. (Ord.)	£ 5	£5
Sar Ferry Co., Ltd.	£ 10	\$18
"Shell" Transport & Trading Co., Ltd.	£ 100	£310
Refineries.		
China Sugar Refining Co., Ltd.	\$ 100	\$125
Luzon Sugar Refining Co., Ltd.	\$ 100	\$37
Mining.		
Punjom Mining Co., Ltd.	\$ 7	\$6.10
Punjom Mining Preference Shares	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin, Ltd.	Fcs. 250	\$309
Queen Mining, Ltd.	25 cts.	\$0.78
Jelutong Mining and Trading Co., Ltd.	\$ 5	\$124
Rauh Alkan Gold Mining Co., Ltd.	150. 100	\$58
Oliver's Freehold Mines, Ltd. A.	\$ 5	\$33
Oliver's Freehold Mines, Ltd. B.	\$ 4	\$3
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 1	\$0.50
Do. (Preference)	\$ 1	\$0.40
Dorcas, Wharves and Godown, Ltd.	\$ 125	515 1/2 premium
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$864
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 375	\$54 buyers
China Cold Storage & Warehouse Co., Ltd.	\$ 64	\$22
New Amoy Dock Co., Ltd.	\$ 10	\$10.50 buyers
Land, Hotels and Buildings.		
China Permanent Loan & Mortgage Co., Ltd.	\$ 10	\$9.90
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$135
Kowloon Land and Building Co., Ltd.	\$ 30	\$26
West Point Building Co., Ltd.	\$ 50	\$474
Hongkong Hotel Co., Ltd.	\$ 50	\$125
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$10.50 buyers
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$ 100	\$37
East Cotton Spinning & Dyeing Co., Ltd.	Tls. 100	Tls. 65
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 60
Laou-kung-mow Cotton Spinning & Dyeing Co., Ltd.	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Ltd.	Tls. 300	Tls. 400
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 57
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$211
China Portland Cement Co., Ltd.	\$ 15	\$25
A. S. Watson & Co., Limited	\$ 10	\$16
Watkins, Limited	\$ 10	\$10.25
Hongkong Electric Co., Limited	\$ 10	\$11.85
Hongkong Electric Co., Limited	\$ 2	\$2.10
Hongkong and China Gas Co., Ltd.	£ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$170
Geo. Fenwick & Co., Ltd.	\$ 25	\$46
H'kong Ice Co., Ltd.	\$ 25	\$166
H'kong High-Level Tramways Co., Ltd.	\$ 100	\$165
Dairy Farm Co., Ltd.	\$ 6	\$84
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 buyers
Campbell, Moore and Co., Ltd.	\$ 10	\$16
Bell's Asbestos Eastern Agency, Ltd.	£ 1	\$1 buyers
United Asbestos Oriental Agency, Ltd.	\$ 4	\$84
United Asbestos Oriental Agency, Ltd.	\$ 10	\$11
Carmichael & Co., Ltd.	\$ 20	\$8
Tebrau Planting Co., Ltd.	\$ 5	\$5
Tebrau Planting Co., Ltd.	\$ 4	\$4

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VESSELS IN PORT.

Steamers.

ANPING MARU, Japanese steamer, 1,053, J. Satow, 9th June, Anping 5th June, Amoy 7th, and Swatow 8th, General.—Mitsui Bussan Kaisha.
BENIARIG, British steamer, 1,342, Krobbe, 9th June, Shanghai 6th June, General.—Gibb, Livingston & Co.
BENYERU, British steamer, 1,457, J. Potter, 8th June, Saigon 3rd June, Kribbe, Livingston & Co.
BRAEMAR, British steamer, 2,316, W. Watt, 4th June, Moji 30th May, General.—Dodwell & Co., Ltd.
CATHERINE APCAR, British steamer, 1,730, J. G. Olifant, 6th June, Calcutta 17th May, Penang and Singapore 31st, General.—David Sassoon & Sons & Co.
CHANGSHA, British steamer, 1,463, T. Moore, 29th May, Sydney 1st May, Thursday 1d, 10th, Port Darwin 3th, and Manila 27th, General.—Butterfield & Swire.
COPRIC, British steamer, 2,744, J. C. Rinder, R.N.R., 8th June, San Francisco 11th May, Honolulu 18th, Yokohama 31st, Kobe 1st June, Nagasaki 3rd, and Shanghai 5th, Mails and General.—O. & O. S. S. Co.
DEVANOWSE, British steamer, 1,057, R. Curtis, 17th April, Saigon 13th April, General.—Yuen Fat Hong.
FREIBURG, German steamer, 3,970, Prosch, 1st June, Bremen and Hamburg 12th April, General.—Siemssen & Co.
FUH WO, British steamer, 500, Freeman, 9th June, Foochow 7th June, General.—Mr. George McBain.
GISELA, Austrian steamer, 2,640, F. Mosca, 8th June, Manila 5th June, General.—Sander, Wieler & Co.
GOODWIN, British steamer, 2,832, A. Jackson, 4th June, Tacoma, U.S.A. 26th April, General.—Dodwell & Co., Ltd.
HAILAN, French steamer, 377, Merles, 9th June, Peking 1st, Hiohoo 8th June, General.—A. R. Marty.
HAINAN, German steamer, 648, F. Clusen, 8th June, Canton 8th June, General.—Siemssen & Co.
HINSANG, British steamer, 1,418, Lake, 5th June, Saigon and June, Rice.—Jardine, Matheson & Co.
INDEPENDENT, German steamer, 871, A. Halt, 12th April, Samarang 3rd April, General.—Sander, Wieler & Co.
KUTSANG, British steamer, 1,640, R. C. D. Bradley, 1st June, Hiohoo 10th May, Sugar, Jardine, Matheson & Co.
LIV, Norwegian steamer, R. Rasmussen, 8th June, Manila 28th May, General.—Shearer, Tomes & Co.
LOOSOK, British steamer, 1,020, J. B. Jackson, 8th June, Bangkok 1st June, Rice and Timber.—Butterfield & Swire.
LYEEMOON, German steamer, 1,238, G. Heuermann, 8th June, Canton 7th June, General.—Siemssen & Co.
MANCHURIA, Russian steamer, 4,000, Shoning, 9th June, Singapore 3rd June, General.—Order.
MAUSANG, British steamer, 1,644, J. Kynock, 24th May, Sandakan 18th May, Timber.—Jardine, Matheson & Co.
NAMVONG, British steamer, 984, J. Fripps, 9th June, Penang and Singapore 2nd June, General.—Chong.
PHRA CHULA CHOM KHAO, British steamer, 1,012, E. E. McLellan, 4th June, Bangkok 29th May, Rice.—Butterfield & Swire.
SANDAKAN, German steamer, 1,374, C. Muhle, 4th June, Sandakan 30th May, Timber.—Melchers & Co.
SILESIA, Austrian steamer, 3,148, Behrens, 9th June, Hamburg via Ports 26th May, General.—Siemssen & Co.
SISHAN, British steamer, 845, A. Jones, 7th June, Saigon 3rd June, Rice and Meal.—Bradley & Co.
TAIYO MARU, Japanese steamer, 743, S. Rokimi, 6th June, Newchwang 30th May, Beans and General.—Tong Kee.
WONGKOL, British steamer, 1,113, H. B. Brooke, 6th June, Bangkok 29th May, Rice, Meal and General.—Butterfield & Swire.
YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 5th June, Manila 2nd June, Hemp, Sugar and Cigars.—Jardine, Matheson & Co.

Sailing Vessels.

ABNER COBORN, American ship, 878, B. F. Colcord, 14th May, Moji 24th April, Coal.—Chinese.
BITTERN, British 3-masted schooner, 399, T. Askin, 3rd June, Rajang 10th May, Timber.—Siemssen & Co.
CEDARBAH, British 3-masted bark, 2,649, R. A. Batchelor, 3rd June, Berry 1st Jan., Coal.—Admiralty.
ESMERALDA, British schooner, 130, J. T. Harrison, 14th April, Guam 26th March, General.—Jardine, Matheson & Co.
FRANZ, Danish bark, 358, Pedersen, 23rd April, Barry 5th Oct., 1899, and Anjer 12th Feb., Coal.—E. A. Trading & Co.
J. B. WALKER, American ship, 2,105, Wallace, 2nd June, Yokohama 5th May, Ballast.—Siemssen & Co.
PASSEPARTOUT, Norwegian bark, 514, L. Gundersen, 22nd May, Fremantle 15th March, Sandelwood.—Order.
TAM O'SHANTER, American ship, 1,432, Ballard, 16th May, New York 6th Jan., Kerosine.—Standard Oil Co.
WM. H. SMITH, American ship, 1,800, E. C. Colley, 27th May, New York 28th Sept., Kerosine Oil.—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS
ON THE CHINA STATION.

Hongkong, June 11th, 1900.
Alacrity, despatch-vessel, 1,700 tons, 6 p.d. g.f. guns, 3,000 h.p., Commander G. G. F. M. Cradock, Wei-hai-wei.
Algerine, sloop, 1,050 tons, 6 guns, 1,500 h.p., Comdr. R. H. J. Stewart, Nagasaki.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Wei-hai-wei.
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain G. J. S. Warrender, Wei-hai-wei.
Bonaventura, 2nd class cruiser, 4,260 tons, 18 guns, 9,000 h.p., Commander A. H. Smith, Dorrer, F.N., Manila.
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Bourchies Wrey, Bart, Singapore.
Catharine, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. R. J. Jellicoe, Wei-hai-wei.
Dolphin, sloop, 1,440 tons, 8 guns, 2,000 h.p., Com. C. W. Cunningham, Hongkong.
Endymion, British cruiser, 7,350 tons, Capt. G. U. Callaghan, Wei-hai-wei.
Esk, coast defence gunboat, 365 tons, 3 guns, 200 h.p., Lieut.-Comdr. C. Chadwick, Shanghai.
Fume, twin screw, torpedo-boat destroyer, 360 tons, 5,400 h.p., Lieut.-Com. W. J. Keyes, Wei-hai-wei.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer, 250 tons, 6 guns, 4,000 h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.
Hermione, British cruiser, 4,560 tons, Capt. R. S. D. Cumming, Shanghai.

Humber, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Wei-hai-wei.
Linn, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Hongkong.
Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Wei-hai-wei.
Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. P. R. Coode, Shanghai.
Phanis, British gunboat, 1,015 tons, Comdr. R. G. Fraser, Wei-hai-wei.
Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. J. F. E. Green, Philippines.
Pique, twin screw, and class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Singapore.
Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. V. de M. Cowper, Hongkong.
Redfox, British gunboat, 855 tons, Lieut.-Com. G. F. Corbett, Hongkong, 2 guns, Lieut. Robin British river-gunboat, 2 guns, Lieut. Com. G. Webster, on the West River.
Rosario, British gunboat, 980 tons, Capt. C. Hamilton, Hongkong.
Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, on the West River.
Swift, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Hongkong.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, C.B., Hongkong.
Terrible, British cruiser, 14,200 tons, 30 guns, 23,000 h.p., Captain Percy Scott, C.B., Hongkong.
Twech, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve at Hongkong.
Undaunted, 1st class cruiser, 6,500 tons, 12 guns, 5,500 h.p., Capt. A. C. Clarke, Hongkong.
Waterwitch, surveying vessel, 620 tons, Lieut.-Commander W. O. Lyne, Surveying.
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 h.p., Lieut.-Com. Morton, Wei-hai-wei.
Wivern, coast defence ship, 4,750 tons, 4 guns, 1,000 h.p., Hongkong.
Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtze.
Woodcock, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, on the Yangtze.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Hongkong.
Presidente Sarminho, Argentine cruiser, 2,850 tons, Capt. Betbeder, Manila.
Zaire, Portuguese gunboat, 600 tons, Captain Finto, Hongkong.
Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thoman von Montalmar, Swatow.

FOREIGN MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elksky, at Nagasaki.
Bobro, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.
Dmitri Donovsk, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Nagasaki.
Gremiatzky, Russian armoured cruiser, 1,493 tons, twin screw 12 guns, 2,000 h.p., Capt. Mikhashevsky, at Nagasaki.
Koryeys, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillman, at Nagasaki.
Mandour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovoff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayadinsk, Russian cruiser, 1,333 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Otyazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.
Petropavlovsk, Russian battleship, 12,000 tons, Capt. Grevais, at Japan.
Rossia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.
Rostok, Russian cruiser, 1,330 tons, Capt. Komaroff, at Manila.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 38 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Silafch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.
Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Mollas, at Nagasaki.
Sivuch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Suevsk, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
Vladimir Monomakh, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchouky, at Nagasaki.
Vladik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulie, at Nagasaki.
Zabitzki, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkurff, at Nagasaki.
Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantichki, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novorossiysk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 23 knots.
Podorostnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sisla, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Soatichka, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Sterilid, Russian torpedo boat, 23 tons, 4 guns, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 23 knots.

RUSSIAN TORPEDO FLOTILLA.
(SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.
Revi, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 24 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
Flagship of Vice-Admiral Alexieff.
Flagship of Rear-Admiral F. V. Dubosoff.
Flagship of Rear-Admiral Reconnoff.

THE FRENCH SQUADRON.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Haiphong.
D'Entrecasteaux, 1st class cruiser, 8,300 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Japan.

Discourtesy, and class protected cruiser, 4,000 tons, 36 guns 631 h.p., Captain Philibert, at Japan.
Eure, Dispatch-transport, Capt. Vallée, at Saigon.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Kwang-chow-wan.
Kersaint, 3rd, class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portal, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Prost, at Hongkong.
Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motet, at Yokohama.
Surprise, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Mornet, at Saigon.
* Flagship of Vice-Admiral Courrejollès.

THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Rollmann, at Manila.
Hansa, German cruiser, 6,400 tons, Capt. Pohl, at Singapore.
Hertha, German cruiser, 6,000 tons, Capt. S. v. Usedom, at Japan.
Illis, German-gunboat, 1,000 tons, 10 guns, 1,600 h.p., Capt. H. H. Lans, at Amoy.
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Stein, at Formosa.
Jaguar, German cruiser, Captain Kinderling, Shanghai.
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,400 h.p., Captain Gulich, at Shanghai.
* Flagship of Admiral Fritze.